

Hull takes delivery of new pilot boat. Hull, UK

The pilotage service at the UK east coast port of Hull, operated by Associated British Ports has taken delivery of an advanced high-speed pilot boat.

Humber Callisto is the newest addition to the ABP Hull fleet, and according to ABP Hull's marine engineering manager, Bevan Thomas, is the world's first triple-engined pilot boat with a water jet propulsion system.

Powered by three 600hp Scania DI14 engines, the 17.2m long Humber Callisto was built by Souter Marine Ltd on the Isle of Wight to a design by Sussex-based Camarc Ltd. The vessel achieved 35 knots on trials.

The sturdy design combines fast and efficient running speeds with excellent sea keeping. ABP Hull expects Humber Callisto to see around 2,500 hours service a year in all weather conditions in the north-east of England's Humber Estuary.

A bright yellow and blue finish sets Humber Callisto apart from other pilot boats in the ABP Hull fleet and makes her easy to spot from a distance.

The GRP construction meets both the approvals of Lloyd's Special Service Craft Rules for structure and the MCA Workboat Code of Practice for small workboats and pilot boats. It is based on pilot boats that Alastair

Cameron of Camarc designed for the Dutch pilot authorities.

The hull is an advanced double chine design, developed over the past 16 years in conjunction with UK towing tank facilities. Humber Callisto is, however, the first pilot boat in the UK with this type of hull.

Advantages include finer entry in the forward sections, efficient spray rails to keep the deck dry and to damp motion in heavy seas, a more seakindly shape in the forward slamming area, and a chine shape at the aft to give stability in following seas.

"The double chine shape is also well-suited to water jet propulsion," says Alastair Cameron of Camarc.

Protecting the hull is a new fender system, developed by Camarc from the Dutch 'Popsafe' system. Manufactured from large sections of elastomer and secured to the hull via a tensioned wire rope, the system increases the impact zone area and eliminates the need for mechanical fastenings, which can weaken the hull structure and increase the likelihood of impact damage.

This is an important factor for ABP Hull, whose pilots board in excess of 25,000 ships a year, making it the UK's busiest harbour authority.

Engine room onboard Humber Callisto

